

OSCULATORY.

The following osculatory versicular rolling-stone comes across from Arkansas, where it seems to have pretty much gone the rounds. The Sun adds two verses as its contribution:

Cream and peaches once a week,
Kiss your girl on the right hand cheek;
Apple green and apples dried,
Kiss her on the other side.

—Stuttgart Free Press.

That evinces wretched taste;
Take your girl about the waist,
Lift her to her pink toe-tips,
And print it squarely on her lips.

—Mulberry Ledger.

Seize the maiden in your arms,
Blushing in her tempting charms;
And it would, we think, besnigger,
Off to kiss and tightly hug her.

—Camden Beacon.

Take your girl in warm embrace—
Heart to heart and face to face—
Eye to eye and nose to nose,
Flippity flop and away it goes.

—Malvern Times-Journal.

What's the use of all this rhyme?
Take your girl at any time,
Squeeze her till the blushes come;
Shut your eyes and yum-yum-yum!

—Russellville Democrat.

We find our way by far the best
To set the senses in a whirl—
Just kiss your girl on the right rest,
And kiss some other fellow's girl.

—Lenoire Democrat.

This is wrong; we do protest,
The girl she needs no rest,
Kiss once; kiss again;
Kiss often or she'll complain.

—Green Forest Tribune.

To us a better way is this
With head inclined to prevent collision,
With arms entwined to give decision,
Just go ahead and kiss her.

—Spiralade News.

Take the plan of Billy Grundy,
And kiss your girl on Sunday;
Then if you possess the cheek,
Why, kiss her often through the week.

—Baptist Review.

We say the best of rules is this—
A pretty girl you always kiss;
Be she the mash of any man,
Be wise and kiss her when'er you can.

—Ocala Times.

A ROMANCE OF CUBA.

A Cavalry Leader Who Avenges the Wrongs of His Ancestors.

The name of the revolutionary leader, General Jesus Rabi, is mentioned often in the dispatches from Cuba. As commander-in-chief of the Cuban cavalry forces in the east he won renown not only by his deeds of daring and his skill as a strategist, but also by his chivalrous spirit and his devotion to the cause of liberty.

The interest in his career is increased by a circumstance made known through a Cuban letter to The Sun that he is one of the few living descendants of the aboriginal race of Indians who inhabited the island when Columbus discovered it in 1492, and nearly all of whom were slain or enslaved by the Spanish conquerors. It is against the offspring of the race who destroyed his own ancestors that General Rabi now wages war with all the energy of his nature. Four hundred years after his people were crushed by Spain he appears on the battle field as Spain's defiant enemy.

The aboriginal race that inhabited Cuba in the fifteenth century, when it was invaded by Spain, were known as Ciboneyes, and they numbered perhaps 40,000. They belonged to the same stock as that which dwelt upon the other islands in the Caribbean sea, and that have always been spoken of as Indians. The Ciboneyes were singularly docile in their character, and they received the Spaniards in a friendly manner; but their gentle traits did not save them from ruin. In a few years they suffered the doom that awaited the natives of most of the other American countries subdued by Spain. The story is familiar one. The Spaniards overran the island, massacred thousands of its unfortunate inhabitants under circumstances of extreme cruelty, burned their proud chief at the stake, and reduced to involuntary servitude those who were left alive, assigning to each Spaniard a gang of Ciboneyes numbering about 300. The treatment to which the slaves were subjected by their masters was so harsh that nearly all of them were dead within twenty or thirty years. It is a black chapter in the history of Spain.

A few of the people took refuge in the mountainous region of the east, and a small number of their posterity may be found there at this day. They are of a light copper color, and they intermarry, as do the Jews, so that their blood is kept distinct from that of the other inhabitants of Cuba. It is to this almost extinct race of mankind, the race of the ancient Ciboneyes, that General Rabi belongs, though he is less noted for his docility than for some other traits. In recent times he has done his part in causing Spain to suffer for the wrongs that Spain inflicted upon his ancestors four centuries ago. He is as bitter in his hatred of the Spanish tyrant as he is proud of his descent from the aboriginal Ciboneyes.

It was in his youth, nearly thirty years ago, that this historic man first took up arms against Spain. He participated in the ten-year war, after which he waited for his next opportunity; but it came in the second month of 1895. His military record since then has been a brilliant one, and has manifested the finest qualities of a mind that is inspired by the love of liberty and justice. He is a man of broad thought, and he converses about public affairs like a statesman. Under his command there are five battalions of cavalry, besides a small force of infantry.

There has been a report that General Rabi would take part in the projected campaign against Havana. If he should do so, and if it should be his fortune to enter the capital bearing the flag of freedom, the story of the romance of the hero of the modern Ciboneyes would be rounded off, to the dishonor of Diego Velasquez of the year 1521, and to that of Valeriano Weyler of the year 1897.—New York Sun.

A MESSAGE FROM MARS.

An aerolite fell upon the earth near Southampton, New York recently; at least it is called an aerolite; but some learned professors, who have examined it internally, find curious characters on a piece of iron imbedded in it, which they believe to be a message from the red planet, Mars. If that is so, it will be better to call together a synod of scientists, and have them decipher it. If the Mars have fired us a message we want to know what it is, and then means can be adopted to fire back an answer. There is no use saying that it can't be done, for "can't" is an unworthy of the age.—Minneapolis Journal.

A PECULIAR ATTITUDE.

(From The Washington Star.)
The attitude of this government toward the Cuban insurgents is peculiar, and it may well occasion the insurgents themselves to wonder.

We believe that their cause is just, but we will not help them to establish it. On the contrary, we are doing all in our power to help Spain. If Spain succeeds in re-establishing her brutal authority in the island, it will be very largely through the assistance of the United States. We are carrying the big end of the stick. Spain, in effect, acknowledges this herself; for if it is true, as she asserts, that the insurgents have been able to do had that action they have made against her by aid of assistance received from these shores, how very much more would they have been able to do had that assistance not been reduced to a minimum by the activity of this government in enforcing neutrality laws. As a matter of fact, therefore, we are helping to hammer into subjection again a people whose struggle for independence we approve, and of whose persecutions under Spanish control we are well aware.

We will not help the Cuban people to establish their freedom—are doing everything in our power to hinder and foil their own efforts to that end—but if, without us, and even against us, they succeed, we will at once become a controlling factor in the case. Suppose, after throwing off the Spanish yoke, and effecting an organization of their own affairs, the people of Cuba should decide to offer themselves to the protection of Great Britain, or Germany, or even a republican France, upon the score that they would feel more secure under the reign of a great power disposed to use them well. Would they be permitted to consummate any such arrangement? Assuredly not. This government would at once interfere. The Monroe Doctrine would be asserted in the swift space of a second. We will not, then, help them to establish their freedom, but if they establish it themselves, we will put a limit upon what they shall do with it.

WANTED TO BE COAXED.

"No," said Evangeline Glendenning, as she looked down at the floor and nervously twisted her slim little fingers, "no Alfred, I am sorry, but it cannot be."

Alfred Doncaster had loved the beautiful girl from the moment he had first seen her, and he had fondly believed that she would love him with more than ordinary favor.

But now his hope lay shattered, and the future stretched out black before him. The strong, handsome young man sighed, and was silent for a long time. At last the sweet maiden said:

"Try to be brave, Alfred. Look at me. See how I am bearing up."

He turned toward her in wonder, and said:

"Why should you bid me do this? What have you to bear up under?"

"She shrank back a little and replied: 'Oh, Alfred, if you only knew!'"

"Evangeline," he cried, catching her in his arms and holding her in a strong embrace, "you love me! Ah, darling, you cannot hide the truth from me! Tell me it is so."

"Oh, heaven," she whispered, "I love you, Alfred."

"Oh, heaven," he groaned, "this is terrible, terrible! Oh, if you only hated me!"

"Then she was frightened and drew away from him."

"Why," she asked, "do you want me to hate you?"

"Ah," he answered, "I might bear my own burden; but how can I survive, knowing that you, too, suffer?"

"The trembling girl inquired: 'Do not just tell me that! I should be suffering?'"



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HYPNOTIZED AND ALMOST DIED.

A Pennsylvania Girl's Remarkable Experience.
Mill Helen Baldwin, aged 15, of Delaware county, Pa., almost died on Friday evening as a result of being hypnotized at a private party at the home of Owen W. Everett on Jackson street. During the evening Clyde Thomas, who has some skill in the art, hypnotized several young women, and Miss Baldwin also consented to try the test.

Mr. Thomas made a few slight passes and Miss Baldwin was asleep in a twinkling. She was revived, but became hysterical and finally lapsed into a cataplectic condition. The usual passes failed to awaken her. She was carried into the open air, but still slept and a doctor was unable to revive her. Professor Samuel Booth and J. B. Martin, who possess skill as hypnotists, were hastily called from their beds and found Miss Baldwin cold, with her pulse spasmodically beating at 39 a minute.

Occasionally she would exclaim: "I am awake." After an hour's hard work the men restored her to consciousness.—Wilmington, Del. Dispatch.

THREE HEROINES.

The report of the Royal Humane Society is more than usually interesting this month. If evidence he wanted of the strength and courage and heroism of our young women, here it is—with a vengeance, old fashioned folks would add. The silver medal is granted to Miss Fullerton of Dudhope Terrace, Dundee, of such a heroine every detail is worth note. Miss Fullerton was strolling on the Forthshire coast, apparently, when she observed a manufacturer in great distress out at sea.

We are not told whether she threw off any of her clothes, but since the man was seized with cramp and was drowning, it is to be supposed that she did not. The distance was 300 yards and the sea "heavy," but Miss Fullerton swam out, and "exhorting the manufacturer to preserve his presence of mind"—also "holding him up"—she conveyed him safely until a boat pulled them up midway. This is something like a "record." Our fathers would not have believed it possible for a girl to swim a quarter of a mile in her clothes through a heavy sea, but this brave young athlete actually supported a manufacturer—who run to weight as a rule—in the agony of cramp.

Miss Joan Harris of Belfast also plunged into the sea without undressing and rescued a grown girl; further circumstances are not given, but swimming is something to be proud of. Miss Louisa Bright of Reading, too, did not waste time in preparations when she saw a schoolboy drowning in the Kennet. It is not many years since swimming was regarded as a dubious sort of accomplishment for woman.—London Standard.

HIS WIT SAVED HIM.

(San Francisco Wave.)
A strict rule promulgated by every successive commandant at the navy yard prohibits smoking on Mare Island, under the most stringent penalties. Admiral Miller sauntering one recent afternoon through a distant part of the island, came upon an Irish laborer digging a trench and smoking a short black pipe. He was puffing away serenely, unconscious of regulations and with evident enjoyment. The admiral, who was in undress uniform, stopped.

"Don't you know, sir, that smoking is absolutely prohibited in the navy yard?" he said.

"Indeed, that's true, but here am I all by myself, with not a soul to say a word to, and I thought I'd take a puff or two to relieve the silence."

"The regulations are explicit, sir," rebuked the admiral, "and the silence does not excuse you. What's your name, sir?"

"And who may you be, anyway?" asked the Irishman.

"I'm Admiral Miller, sir."

"Ah, 'tis the new admiral ye are. 'Tis the fat job you have, admiral. Be careful to kape it. Me name's Pat McGinnis."

"Report at my office this afternoon without fail, McGinnis," said Miller, who could hardly keep from laughing. At 5 o'clock poor Patrick, who had made up his mind that he would be the last to play, tramped over to headquarters and orderly ushered him into the dreaded presence of the admiral, who said:

"Sit down, Miller touched a bell. The orderly appeared.

"Bring a bottle of champagne and two glasses," he said.

POINTED PARAGRAPHS.

Confectioners should make their candy over bon-bon fires.
The upper ten is composed of the chintz nine and the umptire.
The dance they sit out is the most delightful to a pair of lovers.
What the average Kentuckian needs is a waterproof coat for his stomach.
Trifles as light as hair sometimes turn the whole course of a man's appetite.
No man ever realizes the power of a woman's eloquence until after he gets married.

ATLANTIC COAST LINE.

Schedule in Effect November 25th, 1897.
Departures from Wilmington.

NORTHBOUND.
DAILY No. 48—Passenger—Due Mag. 9:35 A. M. nolia 11:02 A. M. Warsaw 11:15 A. M. Goldsboro 12:05 P. M. Rocky Mount 12:40 P. M. Tarboro 1:45 P. M. Weldon 4:35 P. M. Petersburg 6:23 P. M. Richmond 7:15 P. M. Norfolk 8:05 P. M. Washington 11:30 P. M. Philadelphia 3:45 A. M. New York 6:53 A. M. (Boston 9:00 P. M.)

DAILY No. 49—Passenger—Due Mag. 7:15 P. M. nolia 8:55 P. M. Warsaw 9:10 P. M. Goldsboro 10:10 P. M. Weldon 1:05 P. M. Tarboro 6:45 A. M. Petersburg 8:38 A. M. Richmond 9:30 A. M. Washington 10:20 A. M. Philadelphia 12:35 A. M. Baltimore 3:05 A. M. New York 2:30 P. M. Boston 9:00 P. M.

DAILY No. 50—Passenger—Due Jacksonville 2:55 P. M. New Bern Sunday 6:20 P. M. 2:50 P. M.

SOUTHBOUND.
DAILY No. 55—Passenger—Due Lake 4:00 P. M. Waccamaw 5:00 P. M. Chadbourne 5:40 P. M. Marion 6:40 P. M. Florence 7:20 P. M. Sumter 8:20 P. M. Columbia 10:50 P. M. Denmark 6:30 A. M. Augusta 8:20 A. M. Macon 11:30 A. M. Atlanta 12:40 A. M. Charleston 6:30 A. M. Savannah 1:55 A. M. Jacksonville 8:20 A. M. St. Augustine 10:30 A. M. Tampa 6:45 P. M.

ARRIVALS AT WILMINGTON—FROM THE NORTH.

DAILY No. 49—Passenger—Leave Boston 11:00 P. M. New York 9:00 P. M. Philadelphia 12:05 A. M. Washington 4:30 A. M. Richmond 5:05 A. M. Petersburg 6:00 A. M. Norfolk 8:40 A. M. Weldon 11:32 A. M. Tarboro 12:12 P. M. Rocky Mount 2:45 P. M. Wilson 2:55 P. M. Goldsboro 3:20 P. M. Warsaw 4:11 P. M. Magnolia 4:24 P. M.

DAILY No. 48—Passenger—Leave Boston 12:30 P. M. New York 9:30 A. M. Philadelphia 12:05 P. M. Baltimore 2:25 P. M. Washington 3:45 P. M. Richmond 7:30 P. M. Petersburg 8:12 P. M. Norfolk 9:45 P. M. Weldon 9:43 P. M. Tarboro 6:01 P. M. Rocky Mount 5:45 A. M. leave Weldon 6:22 A. M. Goldsboro 7:00 A. M. Warsaw 7:53 A. M. Magnolia 8:05 A. M.

DAILY No. 51—Passenger—Leave New Bern Sunday 9:20 A. M. Jacksonville Sunday 10:42 A. M.

FROM THE SOUTH.
DAILY No. 54—Passenger—Leave Tampa 1:25 P. M. St. Augustine 1:50 P. M. Jacksonville 8:00 P. M. Savannah 11:45 P. M. Charleston 6:30 A. M. Columbia 7:00 A. M. Atlanta 8:20 A. M. Macon 9:30 A. M. Augusta 10:30 A. M. Denmark 11:30 A. M. Florence 10:45 A. M. Marion 10:44 A. M. Chadbourne 11:45 A. M. Lake Waccamaw 12:15 P. M.

Daily except Sunday.
Trains on the Scotland Neck Branch Road leave Weldon 3:55 P. M. Halifax 4:30 P. M. arrives Scotland Neck at 5:20 P. M. Greenville 6:57 P. M. Kingston 7:55 P. M. Return leaves Kingston 8:00 P. M. Greenville 8:52 A. M. arriving Halifax at 11:18 A. M. Weldon 11:33 A. M. daily except Sunday.

Train on Washington Branch leave Washington 8:20 A. M. and 2:30 P. M. arrive Parmer 9:10 A. M. and 4:00 P. M. returning leave Parmer 9:35 A. M. and 6:30 P. M. Daily except Sunday.

Train leaves Tarboro, N. C. daily except Sunday 5:30 P. M. Sunday 4:05 P. M. Return leaves Tarboro 5:50 P. M. arriving at 7:40 P. M. Return leaves Plymouth daily except Sunday 7:50 A. M. and Sunday 9:00 A. M. arrives Tarboro 10:35 A. M. and 11:00 A. M. Train on Norfolk N. C. Branch leaves Goldsboro daily except Sunday 7:30 A. M. arriving Smithfield 8:30 A. M. returning leaves Smithfield 9:00 A. M. arrives at Goldsboro 10:25 A. M.

Train on Nashville Branch leaves Rocky Mount at 4:30 P. M. arrives Nashville 5:05 P. M. Spring Hope 5:30 P. M. arriving at Nashville 6:00 P. M. Return leaves Nashville 8:35 A. M. arriving at Rocky Mount 9:05 A. M. daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton, daily except Sunday. Return leaves Clinton 1:30 P. M. arriving Warsaw 7:00 A. M. and 3:00 P. M. Florence Railroad leave Pee Dee 10:20 A. M. arrive Latta 10:35 A. M. Dillon 10:40 A. M. Rowland 11:00 A. M. returning leaves Rowland 6:30 P. M. arrives Dillon 6:29 P. M. Latta 6:43 P. M. Pee Dee 7:05 P. M. daily.

Train on Conway Branch leave Hub 8:30 A. M. Chadbourne 11:50 A. M. arrive Conway 2:10 P. M. leave Conway 2:45 P. M. Chadbourne 5:45 P. M. arrive Hub 6:25 P. M. Daily except Sunday.

Train on South Carolina Railroad leave Sumter 6:32 P. M. Manning 7:00 P. M. arrive Lanes 7:35 P. M. leave Lanes 8:05 P. M. Manning 9:05 A. M. arrive Sumter 9:25 A. M. Daily.

Georgetown and Western Railroad leave Lanes 9:30 A. M. and 7:55 P. M. arrive Georgetown 12:00 P. M. 3:14 P. M. leave Georgetown 3:00 P. M. and 3:00 P. M. arrive Lanes 8:2 A. M. and 5:25 P. M. Daily except Sunday.

Trains on C. & D. R. R. leave Florence daily except Sunday 9:55 A. M. arrive Darlington 10:28 A. M. Cheraw 11:40 A. M. Wadesboro 2:25 P. M. leave Florence daily except Sunday 8:35 P. M. arrive Darlington 9:30 P. M. Harrellville 9:55 P. M. Bennettsville 10:20 P. M. Gibson 10:20 P. M. leave Florence Sunday only 9:55 A. M. arrive Darlington 10:27 A. M. Harrellville 11:10 A. M. Bennettsville 11:40 A. M. arrive Darlington 12:40 P. M. leave Harrellville daily except Sunday 6:45 A. M. arrive Darlington 7:30 A. M. leave Darlington 9:30 A. M. arrive Florence 9:25 A. M. leave Wadesboro daily except Sunday 3:00 P. M. Cheraw 5:15 P. M. Darlington 6:29 P. M. arrive Florence 7:30 P. M. Darlington 9:45 A. M. Sunday only 8:20 A. M. Darlington 9:45 A. M. arrive Florence 9:55 A. M.

ATLANTIC AND NORTH CAROLINA RAILROAD.

TIME TABLE 4.
To Take Effect Sunday, November 22, 1897.
—AT 12 M.—
Supersedes Time Table 3, of October 24, 1895.

And Supplements thereto.	
Eastbound.	Westbound.
No. 2.	No. 4.
Passenger	Passenger
Daily	Daily
Ex. Sun.	Ex. Sun.
A.M.P.M.	A.M.P.M.
7:10 2:40 Lv. Goldsboro. Ar. 11:05 8:00	
9:14 4:22 Lv. Kingston. Ar. 10:12 6:00	
1:30 5:45 Lv. New Bern. Ar. 8:57 10:47	
3:51 7:02 Lv. Morehead City. Ar. 7:42 8:15	
P.M.P.M.	A.M.A.M.

S. L. DILL, Superintendent.

Cape Fear and Yadkin Valley Railway

JOHN GILL, RECEIVER.

Schedule in Effect November 25th, 1897.

TRAINS LEAVE WILMINGTON.

DAILY. Arrives Fayetteville 12:10 P. M. nolia 4:20 P. M. Winston 5:47 P. M. Mt. Airy 7:45 P. M. Connects with Southern Railway at Greensboro. Arriving Salisbury 8:50 P. M. Asheville 12:12 A. M. Knoxville 7:40 A. M. Nashville 1:35 P. M. Charlotte 10:30 P. M. Atlanta 6:10 A. M. Danville 12:30 night. Lynchburg 1:58 A. M. Charlottesville 3:35 A. M. Washington 6:42 A. M. Philadelphia 8:00 A. M. Philadelphia 10:15 A. M. New York 12:43 P. M.

TRAINS ARRIVE WILMINGTON.

DAILY. From New York, Philadelphia, 12:20 P. M. Baltimore, Washington, Charlottesville, Lynchburg, Danville, Asheville, Knoxville, Greensboro, Nashville, Chattanooga, Knoxville, Asheville, Salisbury, Atlanta, Charlotte and all points North, South and West.

LOCAL FREIGHT TRAIN NO. 1.

Leave Wilmington 2:35 P. M. arrive Fayetteville 9:15 P. M. Passenger Coach attached to this train.
Connections at Fayetteville with Atlantic Coast Line, at Maxton with the Carolina Central Railroad, at Spring Lake with the Red Springs and Rowmore Railroad, at Sanford with the Seaboard Air Line, at Gulf with the Durham and Charlotte Railroad, at Greensboro with the Southern Railway Company, at Walnut Cove with the Norfolk and Western Railway.

J. W. FRY, Gen'l Manager. W. E. KYLE, Gen'l Pass. Agent.



TO ATL. POINTS.

NORTH, SOUTH AND SOUTHWEST.

Schedule in Effect May 30, 1897.

Train 14—Leaves Wilmington 3:20 P. M. arrives Lumberton 5:25 P. M. Pembroke 5:45 P. M. Maxton 6:12 P. M. Spring Lake 6:22 P. M. Hamlet 6:53 P. M. Connects at Hamlet with train 41 for Charlotte and Atlanta, and with train 402 for Portsmouth, Richmond, Washington and points North.

Train 41—Leaves Portsmouth 9:20 A. M. arrives Weldon 11:41 A. M. Raleigh 3:30 P. M. Sanford 5:02 P. M. Hamlet 6:53 P. M. Rockingham 7:30 P. M. Wadesboro 8:11 P. M. Monroe 9:18 P. M. Charlotte 10:25 P. M. Athens 3:45 A. M. and Atlanta 6:20 A. M. Connection at Weldon with train from Richmond and all Northern points. Pullman sleeper, Portsmouth to Nashville, Tenn.

Train 402—Leaves Washington 4:10 P. M. arrives Richmond 8:25 P. M. Petersburg 9:05 P. M. Weldon 11:10 P. M. Raleigh 2:07 A. M. Sanford 3:35 A. M. Hamlet 5:10 A. M. Rockingham 5:25 A. M. Wadesboro 5:54 A. M. Monroe 6:43 A. M. Charlotte 7:50 A. M. Lincoln 10:20 A. M. Shelby 11:18 A. M. Rutherfordton 12:30 noon. Athens 1:15 P. M. Atlanta 3:40 P. M. Connections at Weldon with all Northern points. Pullman Sleeper, Washington to Atlanta, and Portsmouth to Chester.

Train 18—Leaves Hamlet 8:20 A. M. arrives Lumberton 9:45 A. M. Pembroke 10:05 A. M. Maxton 10:35 A. M. Spring Lake 10:55 A. M. Weldon 11:10 A. M. Connects at Hamlet with trains from Washington, Portsmouth, Charlotte and Atlanta.

Train 405—Leaves Atlanta 1:00 P. M. arrives Athens 3:15 P. M. Monroe 9:30 P. M. Leaves Rutherfordton 4:35 P. M. arrives Shelby 5:25 P. M. all Northern points. P. M. Charlotte 8:18 P. M. Monroe 9:10 P. M. Wadesboro 10:31 P. M. Rockingham 11:05 P. M. Hamlet 11:20 P. M. Sanford 1:02 A. M. Raleigh 2:45 A. M. Weldon 4:35 A. M. Portsmouth 5:00 A. M. Richmond 5:25 A. M. Washington 12:31 noon. Pullman Sleepers, Atlanta to Washington and Chester to Portsmouth.

Train 15—Leaves Hamlet 7:15 P. M. arrives Gibson 8:10 P. M. Return, leaves Gibson 7:00 A. M. arrives Hamlet 7:50 A. M. Train 17—Leaves Hamlet 8:40 A. M. arrives Cheraw 5:00 P. M. arrives Hamlet 6:30 P. M.

All trains daily except Nos. 17 and 18.

Trains make immediate connections at Atlanta for Montgomery, Mobile, New Orleans, Texas, California, Mexico, Chattanooga, Nashville, Memphis, Macon, Florida.

For Tickets, Sleepers, etc., apply to THOS. D. MEARES, Gen'l Agent, Wilmington, N. C.

E. ST. JOHN, Vice President and Gen'l Manager.

H. W. B. GLOVER, Traffic Manager.

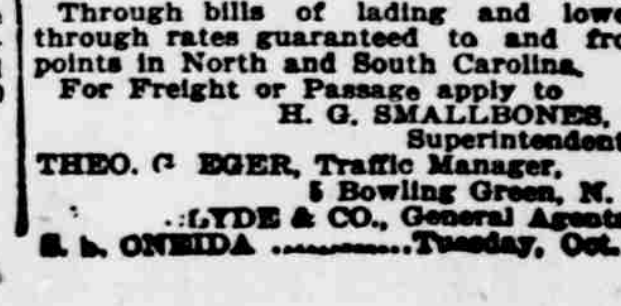
V. E. McBECK, Gen'l Superintendent.

T. J. ANDERSON, Gen'l Pass. Agent.

General Offices, Portsmouth, Va.

The Clyde Steamship Co.

NEW YORK, WILMINGTON, N. C. AND GEORGETOWN, S. C. LINES.



LEAVE NEW YORK.

CROATAN.....Saturday, November 27.

ONEIDA.....Saturday, December 4.

FROM WILMINGTON.

ONEIDA.....Saturday, November 27.